





the Legislative Council, and would materially foster the prosperity of this important of Eastern trade. Discontentment of power being the grand requisite of the modern improved form of society, it is by the Municipality alone that such a happy consummation can be achieved. We hope that the day is not far distant when Hongkong shall be in possession of such a popular institution.

## SPORTING.

## SHANGHAI TRAINING NOTES.

"Me Judice" writes in the *N. C. Daily News* of the 12th inst.:-

Herewith I send you a few remarks regarding our training. The griffins that came down recently by steamers and overland are not a superior lot compared with last Spring ones. In reference to their yesterday's and to-day's galloping, there is none worthy of special note, with the exception of one, a blue dun, which went for three quarters of a mile, with boy up, in 35 seconds. The griffin, immensely also, but the dun struck me as being, in my opinion, no doubt, is exceedingly good, and covering the distance in 37 seconds, he finished very cleverly by beating the others by half a length. I inspected him closely and found as far as appearance and shape go that he is all that could be desired for a racer, excepting that he is in very poor condition. When he has improved, he will be a very dangerous candidate for the Maiden Stakes.

Mr. Sassoon's mob of griffins are not up to the mark; a grey, rather widely built, struck me as the best; he was in the above mentioned row, with boy up, and came in second time, in 37 seconds, but his style of galloping is bad. I would rather prefer the grey ridden by Mr. Dallas, who was third, but who went much better.

Messrs. Hart Buckle and Humphrey's string of griffins went for a mile, time 25 seconds, a boy ridden by Mr. Ramsay winning it by three lengths from the other three. I think this one and a cream are their best; the others are not worth mentioning.

Out of Mr. Tell's lot of griffins the kept over ones, *Pia Langard* and *Rosely*, are by far the best; the former galloped three-quarters with a crowd of others, boy up, on the Grass course, covering the distance in 36 seconds. Taking into consideration with the other stables, I shall certainly tip him to be the winner of the Maiden Stakes. *Rosely* went for half-a-mile with boy up in 59 seconds, so should be start in any of the half-mile races, he will be very hard to beat. *St. Bernard* was sent along for a mile and a half, boy up, time 3m. 19sec., ridden out; this will make him a favourite for the "St. Leger" as he only has to carry 10st. 7lbs. against other winners with penalties.

Mr. King's steeds as usual are in the dark; rumour has it that he possesses two very good griffins, a grey and a chestnut, but he has his trials on the Shingchi Road, and very early on the 21st, he have not taken the time of the performances of his ponies yet, but have kept my eyes on them. *Mazgrin* and *Chippendale* are having trotting exercise, and seem to be quite sound.

Now for the old ponies. *Bullion*, *Hermit*, and a few kept over griffins of Sassoon's, whose names are a mystery, are going rather short. *Harbinger* went for half-a-mile with a boy up, doing 1m. 35sec., and a griffin chasing behind him. *Forester*, Mr. Read up, *Dolores* ridden by Mr. Dallas, *May Blossom*, Mr. Sassoon up, and *Orange Blossom*, Mr. Dallas up, trotted round, once and a half, time 1m. 4sec.; the first and last won by a couple of lengths, but he had the benefit of a few lengths in starting; *Dolores* was a good second, *May Blossom* third. *Bullion*, Mr. Dallas (1st), *Fair Sport*, *Achee* (2nd), *Superstition*, Mr. Sassoon (3rd), *Sallie* (4th) went for three quarters of a mile, time 1m. 41sec.; *Bullion* seemed to me moving rather short at the finish, the Champion winner of 1882 going very strong at the last quarter, but he was kept back at the beginning.

*Picarro*, Mr. Read up, first, *Southern*, Mr. Sassoon second, *Ketchikan*, Mr. Dallas third, *Chippendale*, *Achee* fourth, for three quarters of a mile, time 1m. 43sec., the first named two finishing rather strong but the last two going very gingerly.

Four kept over griffins also went for three quarters of a mile, a grey ridden by Mr. Dallas very easily covering the distance in 40sec. *Dunkeld*, Mr. Lewis up, and *Wild Dash* with horse up galloped a mile in 2m. 10sec., the two veterans moving in splendid style; the latter with feather weight was hard held from the start to finish. *Mont Blanc* and *St. Gathard*, both with mares up, came in second and third, but I missed their time; the former is going in excellent style. *Orlando*, ridden by Mr. Reynell, cantered about three furlongs and was pulled up at the Monument, stiff, and walked home.

## THE HONGKONG AND SHANGHAI BANK'S STOCKJOBBER.

The *North China Daily News* of the 15th inst. has the following regarding the grave public scandal we dealt with on the 7th:-

The remarks which we quoted on Thursday from the *Hongkong Telegraph* as to the position taken up by the leading officers of the London branch of the Hongkong and Shanghai Bank in the promotion of the new joint-stock company "Dakin Brothers of China, Limited," have found a responsive echo in Shanghai, which is not unreasonable. The announcement of the formation of a joint-stock dispensary business in London, which is to carry on its trade, and make its expected profits, in China, does not as yet touch our pockets as nearly as it does those of our friends in the south; but if there is a sort of rivalry, there is also a considerable solidarity between the two. The London branch, which held immediately over Hongkong, may soon, and we cannot tell how soon, depend over Shanghai. At present one retail trade, which is supposed to be a very lucrative one, is threatened; and if the new enterprise is successful, the hungry capitalists at home, who are willing to buy 25 per cent. consols at something over 98 per cent, may soon turn their attention to other trades. They will perhaps confine themselves at first to the retail trade, and we may see a "Whiteley of China, Limited," started to compete with the general store; but the appetite of the promoter at home is insatiable, and wholesale and silk and piece goods companies will follow, while some smaller firm could not doubt be found willing to be absorbed into a company for the supply of spurious cottons and woollens, with imitations of Manchester "chops," aniline dyes, worm tablets, and nail-rod iron, marked to suit the taste of the consumer without any reference to the real manufacture. There is, as we have long known and realised, a dark side to the beautiful pictures of progress and advancement which are so often held up for our admiration. It is wonderful and interesting and sometimes useful, that a mail steamer will take us to London now in something under six weeks, instead of the six or seven weeks which were required thirty years ago; or that we can send a message to London by an invention which will deliver it before we send it. But in the past bright days twelve per cent. was the interest we made in China on our money. China was too far off and too little known for the home shareholder to be willing to risk his money here

and when he did do it through the medium of the branches of joint-stock banks, whose direction was in London, he got such a lesson now and then, as in 1876, that he soon retired into his shell. If one tried to persuade a steamer company, public or private, at home to send a steamer out to trade on the coast, even with the promise of the handsome returns that were often earned in those days, the answer was "No, it's too far off; the British shareholder likes to have a look at his property sometimes and see what his steamer is really doing." There was an idea, too, that the merchant in China was a wild, reckless sort of person, used to violent fluctuations, sometimes up and sometimes down, the very worst person to trust with the management of the hard-earned accumulations of the average shareholder. All these causes, but mainly the general ignorance of the real condition of things in China, combined to keep British cheap capital from coming into competition with our accumulations. Even those who had made their money in China withdrew it as a rule, when they were lucky enough to get away with any. A few far-seeing ones put it in land and houses, which the managers they left behind them could not make ducks and drakes of; but the majority had too little confidence in the younger generation that they left in their places, and preferred to use their savings under their own eyes. They would never have thought of clubbing their money and starting a chemist's shop in Hongkong or Shanghai. Unfortunately facilities of communication and the contraction of the world's surface, which proceeds much faster commercially than it does geographically, have changed all this. In the good old days when a man went home, even if he intended to come back, he went round solemnly to all his friends, which was the whole community if he were at all a decent fellow, and said good-bye to them and asked if he could take anything home for them. Nowadays we miss a man for what seems a week or two, or possibly a month, and find to our surprise when we see him again, that in the interval he has made a trip round the world. Even the British shareholder is beginning to wake up to the fact that if he sends his money to China, he has not necessarily said good-bye to it for ever; he hears seductive stories of the big dividends that capital can earn out here, and is not told that by sending his money he is making those dividends impossible in the future. With the spread of knowledge about China at home, and the increased facilities for visiting it, we could hardly hope to keep our profits, such as they really are, to ourselves much longer; what makes the present blow harder is that it should be directed at us by old China hands, and by men who are actually in receipt of salaries from us.

To call for the immediate dismissal of the London manager and sub-manager of the local Bank is an excessive request; but in promoting the competition they are certainly transgressing an unwritten law in a way which shows the gravest indiscretion, to say the least. The local businesses with which Dakin Brothers of China, Limited, and the companies that we may expect to follow it, are to compete, are probably all of them customers of the local Bank, and contribute to its profits, and it is perfectly natural and reasonable that they should be disgusted at this new departure. It is, of course, not the Bank as a Corporation which is promoting this new Company, or some of the shareholders would find themselves engaged against their will, in cutting their own throats. The Directors may very well say that they have no right to interfere with the mode in which their London officers choose to invest their savings; and these officers seem to go too far when they put themselves forward as promoters of the obnoxious association. "Live and let live" is a maxim which has hitherto been very generally followed in China, and by those who have been happy enough to leave the country with accumulations; and we do not like to see the well-paid officers of local companies using their position to make an attack on local institutions. And we have got to hang together to resist this attack, or it will inevitably be the forerunner of more serious ones.

## NOTES FROM CHINESE PAPERS.

The *Hu Pao* says:-From 8th to 19th August it rained continuously at the same place, and the Yangtze river overflowed its banks, flooding the country to the south of K'ai-ping 8 feet deep, and knocking down the East gate of the city. In the city of Hien-chang, the water was four feet deep. At Pien-chang-shai, further north, the water was 12 or 13 feet deep, and the houses were all swept away for 20 ft. around. In the Ying river corpses of men and women, chairs and tables, great trees uprooted, with ponies and mules still tethered fast to them, came floating swiftly by. About 1,000 people were rescued by large boats sent out by the benevolent people. The maritime Sub-Prefect, Chang, went himself in one of those boats distributing *kau-lung* (cold provisions), and whole, and taking five enormous pots to cook it wholesale. Twenty *liao* rewards are offered by the "Jen-yi" Charitable Society for each drowned body recovered for decent burial.

## THE FLOODS AT FENG-YEN, MOUKDEN, NEAR NEWCHANG, THIS YEAR ARE THE WORST EVER KNOWN THERE.

For more than fifty days there was not a day without rain up to the 15th August, when the rain ceased. The mountain springs were also opened and poured down torrents to swell the water already accumulated on the plains, and in the neighbourhood of Moukden, where the level is the lowest, a space of 2,500 ft. of plain was turned into a lake and morass. The General in command of the district issued Tis. 3,000 for the relief of the inundated people, who came forward from all parts to claim a share, but Tis. 3,000 do not go very far among tens of thousands of people, so a military officer of the rank of *Yang-lung* (Colonel) has been sent to enquire, after which measures will be taken to distribute it. Between 11th August and 2nd September the neighbouring districts collected 144 piculs of rice and 9,000 piculs of fuel for the relief of the suffering people, and on 3rd Sept. five gentlemen delegated by them started for the Province of Shingking. They report by telegram that hardly a piece of the city walls of Liao-yang is left standing, by which we can judge of the manner in which the people's houses must have been swept away.

## FORMOSA.

(FROM OUR OWN CORRESPONDENT.)

TAMUO, September 8th. Another month of very trying hot weather has passed, but no signs yet of the N.E. monsoon and cooler weather commencing. The hot weather and eating of unripe fruit have caused much sickness among the natives here and at Taipei. The death rate at present is from 20 to 30 a day, and coffins are already getting scarce; most of the attacked after eating a hearty meal in the evening, are taken ill a few hours later with violent purging and vomiting, and are dead before the morning sun rises. It is surely, must be a choleraic disease, as in spite of the great care and attention our kind doctor has bestowed on those who asked for his help, only in very few cases was he able to save life. The German brig *Ryutaku-Nishon*, with a general cargo from Amoy, anchored outside the

bar on the 4th, but on account of light head winds from S.E. was only able to come into harbour on the 7th, being towed in by Mr. Tan Ah-soon's steam-launch; she will load for Tientsin, mostly camphor-wood planks, and will return to Amoy.

On the 7th the *Formosa* arrived from Amoy, which she left on the 4th. On account of a strong head wind under the Chinese coast, although she was fine here, she was compelled to anchor in the Hsitan Straits; in fine weather it is only about 18 hours' steam from Amoy to here. The *Fupoo* arrived from Piam on the same day, but did not bring any more wounded soldiers; lately only very little fighting has been going on, the rebels having put up a strong entrenchment, behind which they lie, and although the Chinese corvette *Ching-yuen* fired several shots from her heavy guns at it, apparently not much damage was done, the distance being too great. All the wounded soldiers they were lucky enough to get away with, thanks to the prompt and unrelenting attendance of Doctor Remnie, who extracted all—no bullets, but pieces of nail-rod iron, crockery-ware and pieces of iron fishing-pans, and is in hopes of saving all their lives.

There have lately been the steamers *Alvina* and *Vatzen* in Kelung loading coal for Shanghai.—*Mercury*.

## COREA.

(FROM OUR OWN CORRESPONDENT.)

SEOUL, 2nd September, 1883. One of the new river steamers mentioned in my last strangled the other day half way between this and Chemulpo, thereby putting her passengers to great inconvenience. She is reported to be still on shore, but I have not heard what damage, if any, she has received. The First National Bank of Japan opened a branch here on the 1st instant. I enclose its circular.

The King has decorated Mr. T. E. Hallifax for the excellent service he has rendered in connection with the Seoul-Pusan telegraph line. Messrs. Yee Sun & Co., of Chemulpo, have laid the foundation stone of a new store here, which raises the number of foreign stores or shops to three.

There are rumours afloat about a flower farm to be established here, to provide distilled perfumes and scents for the use of the Palace. This, I think, wants confirmation, but it is on the cards. Mr. Denny's pamphlet has had the effect of dividing society here into Dennyites and anti-Dennyites; with the latter are those who are perfectly indifferent to it and its contents. The author has recently stated that this is by no means his last word and that he still holds trumps.—*N. C. Daily News*.

## CHEFOO.

(FROM AN OCCASIONAL CORRESPONDENT.)

Chefoo, September 11th. To the resident of Shanghai visiting Chefoo, and exchanging the heat and malaria of the former for the cool and health-giving breezes of the latter, the question naturally arises: why do not more of the people of Shanghai visit Chefoo? The answer is two-fold: 1st, Japan, with its many attractions, and 2nd, the exorbitant rates charged by the steamer companies. Forty taels for a return ticket to Chefoo! That is simply prohibitive to the large class of limited means, and preventive to many who have the means, but dislike to give so much for so little. Forty taels is nearly \$5, and for \$5 one can buy a return ticket from Shanghai to Kobe, Japan, have some eight or nine days on board the steamer, and pass through some of the most beautiful scenery in the world. Or, for a much less sum one can go to Nagasaki, and take a run up into the mountains back of there.

Who then would still go to Chefoo? I reply, many would still prefer to go on account of certain advantages, were it not for the high tariff. It may be said the forty taels includes servants and wines. Yes, but suppose one does not care to drink wine. The native fare from Shanghai to Chefoo is nine taels and a like amount for return, so that the foreigner who travels to Chefoo and back, without a servant, pays eighteen taels; willy nilly, for that, for which he gets no equivalent whatever. Cannot the steamer companies see that they are over-reaching themselves in such grasping but short-sighted management? Shanghai is not what it used to be, and it were well if the tariff of all the coast and river steamers were remodelled, and made more in accordance with the demands of the times.

Since coming here I have seen two or three lots of Bartlett pears, as fine as any I ever saw in the United States. Two of them weighed just a pound each by actual weight. They were raised by the natives, from cuttings obtained from Dr. Nevins, whose benevolent efforts in the fruit line are known to many, and I understand that the cultivation of these and other pears, as well as various kinds of apples, is extending quite widely through the country, so that there is good hope of a generous supply in the not remote future. These pears and apples would bear transportation to Shanghai. The apples I have seen are far superior to any I have ever known in the Shanghai market (from America), and the pears in flavour seemed not a whit inferior to California's choicest.

The American Presbyterians are gathering this week in the city of Teng-chow Fu for their sixth synodical meeting, the last having been held in Shanghai in 1883. Representatives are expected from as far south as Macao and Canton, and from as far north as Peking.—*N. C. Daily News*.

## TIENSIN.

(FROM OUR CORRESPONDENT.)

8th Sept., 1883. From Anhwei very bad reports reach us, namely, that the late freshet of the Yellow River is rapidly spreading its waters over the already flooded plain, and what was uncovered last year is now flooded, and such being the case in the north of Anhwei, what must be the condition of the southern part of the Honan province? This proves that the level is not by the Yangtze to the sea, for parts of the Yellow River waters now flow through Shantung. So much, therefore, for theory against fact.

Our Chinese friends have word from Honan that Mr. Carrey's trip to the breach has been very tedious, and it must be presumed, a not very successful one. Mr. and Mrs. Bethge, the last representatives of the German Syndicate, left us en route for home; they were very much liked both at Peking and here, by foreigners and Chinese alike, and all wished them *bon voyage*. The new German Professors of the Imperial Military Academy and the Directors do not appear to be in harmony—the old story over again; and just what happened two years ago when Major Paul and his colleagues entered the Academy; as it was then, so it will be now—until they learn to understand each other. It is strange, however, that the English and Danish Professors seem to get on with the Directors.—*Shanghai Mercury*.

We hear from Port Arthur that the basin is still encumbered with much water, and that so far, all efforts made to cope with it have failed. It is assumed that much of the influx is leakage from the sea, and if this belief should be well

founded, the work of dealing with the matter will be difficult, expensive, and tedious.

It is said Commander Aubert and Dr. Duchon Joris, who were injured when Mons. Thévenet's house collapsed, are making good progress towards recovery.

Her Bethge, resident engineer of the German Syndicate, left for Europe by the *Kovshing* on Thursday, the 6th inst., on leave of absence.

The overflow of water between Ho-hai-wu and Peking has subsided to some extent, but in the flooded districts the crops may be regarded as lost. The farmers injured are very unfortunate, as they have suffered from floods more or less for four years in succession.

His Imperial Highness, the Grand Duke Alexander of Russia, will go to Port Arthur in the *Shin Cheng*, the little steamer belonging to the French Syndicate.—*Chinese Times*.

## Insurances.

## THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort and luxury are left in extreme poverty every year after the death of the bread-winner, who has lived up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprotected. For all this can be prevented by Life Assurance.

## EVERY FACILITY.

In connection with Life Assurance Business is afforded by

THE STANDARD LIFE OFFICE, one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to

THE BORNEO COMPANY, LD., Agents, Hongkong. [659]

Hongkong, 29th June, 1883.

ECONOMIC FIRE OFFICE, LIMITED, LONDON.

AUTHORISED CAPITAL £1,000,000  
SUBSIDIARY CAPITAL 357,000  
PAID-UP CAPITAL 71,500

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept RISKS at CURRENT RATES. F. NAUDIN & Co. Office, No. 53, Queen's Road Central, Hongkong, 17th September, 1883. [622]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000 \$833,333.3  
RESERVE FUND \$249,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUEN MOON, Esq.  
LOU TSO SHUN, Esq.

MANAGER—HO AMEL.

MAINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th December, 1882. [658]

## NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1882. [750]

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship "ARABIC."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHS. D. HARMAN, Agent.

Hongkong, 19th September, 1883. [1]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship "NINGCHOW."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 22nd inst., at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 17th September, 1883. [647]

G. FALCONER & CO., WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 48, Queen's Road Central. [644]

## Amusements.

THEATRE ROYAL, CITY HALL, HONGKONG.

SATURDAY, the 22nd September, 1883.

THE FIFTY-EIGHTH LILY MINSTRELS.

GRAND MISCELLANEOUS CONCERT.

Under the distinguished Patronage of COL. ANDERSON & OFFICERS of the REGIMENT.

Owing to the warm weather the usual CHRISTY RING will be dispensed with.

PROGRAMME: PART I.

Glee, "Row; Boatman, Row," BY THE COMPANY.

Sentimental—"Dermot's Dream"—Mr. J. ANDREWS.

Song, (Topical)—"W. H. GREAVES."

Song, (Martial)—"Return of the Colors"—E. J. MILLS.

Song, (With Harp accompaniment)—"The Nightingale"—F. C. HUTCHIN.

Sentimental—"Eden's"—C. HOUGH.

Message—"The One we Love so well"—C. A. PHILLIPS.

Song and Dance—"The Young man who used to live over the way"—M. DREGON.

Duet, "Laird and Watch"—F. C. HUTCHIN.

Song, (Comic)—"The one we love so well"—C. A. PHILLIPS.

Musical Tableau, (Messrs. W. H. GREAVES, "Parting"—J. ANDREWS.

(Written and Composed by W. H. GREAVES)

## TEN MINUTES INTERVAL.

PART II.

Stump Oration—"Hard Luck"—Mr. C. A. PHILLIPS.

Sentimental—"The kind loving Faces at Home"—M. DREGON.

Song, (Chinese)—"Little Ah Sid"—J. ANDREWS.

Song, (Comic)—"The mystery of a handsome Cab"—W. H. GREAVES.

Sentimental—"My Boy's Birthday"—F. C. HUTCHIN.

Song, (Comic)—"The Fisherman Child"—C. HOUGH.

Song—"The Young man who used to live over the way"—M. DREGON.

Comic—"way"—J. ANDREWS.

Variety Step Dancing.—Mr. J. WELSH.

To CONCLUDE WITH A National Series—"John Bull & his Three Brothers"—W. H. GREAVES.

Comic—"introducing"—ANDREWS.

Quartette—"Britannia"—HUTCHIN.

PRICES OF ADMISSION: Dress Circles—\$2. Stalls—1. Men in Uniform to Stalls, Half-price.

Doors open at 8.30, to commence at 9 P.M.

Tickets can be obtained at Messrs. KELLY & WALSH'S, LIMITED, where a plan of the house can be seen.

Accompanist—Mr. GOULBOURN.

Stage Manager—Mr. E. J. MILLS.

Business Manager—Mr. H. J. FRANCIS.

By kind permission of Col. ANDERSON and Officers, the Band will play during the interval.

GOD SAVE THE QUEEN.

Hongkong, 18th September, 1883. [726]

## Auctions.

GOVERNMENT NOTIFICATION, No. 410.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

WEDNESDAY, the 26th day of September, 1883, at 2 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary's Office, Hongkong, 15th September, 1883. [925]

Part

## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank—152 per cent. premium, sellers.  
 Union Insurance Society of Canton—\$90 per share, sellers.  
 China Traders Insurance Company—\$68 per share, sellers.  
 North China Insurance—Tls. 285 per share, buyers.  
 Canton Insurance Company, Limited—\$97 per share, buyers.  
 Yangtze Insurance Association—Tls. 90 per share, buyers.  
 Chinese Insurance Company—\$175 per share, buyers.  
 On Tai Insurance Company, Limited—Tls. 150, per share.  
 Hongkong Fire Insurance Company—\$342 per share, sellers.  
 China Fire Insurance Company—\$76 per share, sellers.  
 Hongkong and Whampoa Dock Company, 35 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$20 per share, sellers.  
 China and Japan Steam Ship Company—120 per share, sellers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$175 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—17 per cent. dis., sellers.  
 Douglas Steamship Company—\$59 per share, sellers.  
 China Sugar Refining Company, Limited—\$186 per share, sellers.  
 Luzon Sugar Refining Company, Limited—\$72 per share, buyers.  
 Hongkong and Whampoa Dock Company, Limited—\$79 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$13 per share, sellers.  
 A. S. Watson & Co., Limited—100 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 A—2 per cent. premium.  
 Chinese Imperial Loan of 1884 B—3 per cent. premium.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$75 per share, sellers.  
 Perak Tin Mining and Smelting Company—\$5 per share, nominal.  
 Puijorn and Sunghie Dua Samantaa Mining Co.—\$31 per share, buyers.  
 Hongkong and Kowloon Wharf and Godown Company—64 per cent. premium, buyers.  
 Tonquin Coal Mining Co.—60 per cent. premium, sellers.  
 The Hongkong High-Level Tramway Co., Limited—325 per cent. premium, sellers.  
 The East Hong Kong Planting Co., Limited—\$421 per share, buyers.  
 Cruickshank & Co., Ltd.—\$55 per share, buyers.

**ON LONDON.**—Bank, T. T. 3/11.  
 Bank Bills, on demand 3/11.  
 Bank Bills, at 30 days sight 3/11.  
 Bank Bills, at 60 days sight 3/11.  
 Bank Bills, at 90 days sight 3/11.  
 Bank Bills, at 120 days sight 3/11.  
 Bank Bills, at 150 days sight 3/11.  
 Bank Bills, at 180 days sight 3/11.  
 Bank Bills, at 210 days sight 3/11.  
 Bank Bills, at 240 days sight 3/11.  
 Bank Bills, at 270 days sight 3/11.  
 Bank Bills, at 300 days sight 3/11.  
 Bank Bills, at 330 days sight 3/11.  
 Bank Bills, at 360 days sight 3/11.  
 Bank Bills, at 390 days sight 3/11.  
 Bank Bills, at 420 days sight 3/11.  
 Bank Bills, at 450 days sight 3/11.  
 Bank Bills, at 480 days sight 3/11.  
 Bank Bills, at 510 days sight 3/11.  
 Bank Bills, at 540 days sight 3/11.  
 Bank Bills, at 570 days sight 3/11.  
 Bank Bills, at 600 days sight 3/11.

**ON PARIS.**—Bank, T. T. 1/10.  
 Bank Bills, on demand 1/10.  
 Bank Bills, at 30 days sight 1/10.  
 Bank Bills, at 60 days sight 1/10.  
 Bank Bills, at 90 days sight 1/10.  
 Bank Bills, at 120 days sight 1/10.  
 Bank Bills, at 150 days sight 1/10.  
 Bank Bills, at 180 days sight 1/10.  
 Bank Bills, at 210 days sight 1/10.  
 Bank Bills, at 240 days sight 1/10.  
 Bank Bills, at 270 days sight 1/10.  
 Bank Bills, at 300 days sight 1/10.  
 Bank Bills, at 330 days sight 1/10.  
 Bank Bills, at 360 days sight 1/10.  
 Bank Bills, at 390 days sight 1/10.  
 Bank Bills, at 420 days sight 1/10.  
 Bank Bills, at 450 days sight 1/10.  
 Bank Bills, at 480 days sight 1/10.  
 Bank Bills, at 510 days sight 1/10.  
 Bank Bills, at 540 days sight 1/10.  
 Bank Bills, at 570 days sight 1/10.  
 Bank Bills, at 600 days sight 1/10.

**ON SHANGHAI.**—Bank, T. T. 1/10.  
 Bank Bills, on demand 1/10.  
 Bank Bills, at 30 days sight 1/10.  
 Bank Bills, at 60 days sight 1/10.  
 Bank Bills, at 90 days sight 1/10.  
 Bank Bills, at 120 days sight 1/10.  
 Bank Bills, at 150 days sight 1/10.  
 Bank Bills, at 180 days sight 1/10.  
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 Bank Bills, at 510 days sight 1/10.  
 Bank Bills, at 540 days sight 1/10.  
 Bank Bills, at 570 days sight 1/10.  
 Bank Bills, at 600 days sight 1/10.

**ON HONGKONG.**—Bank, T. T. 1/10.  
 Bank Bills, on demand 1/10.  
 Bank Bills, at 30 days sight 1/10.  
 Bank Bills, at 60 days sight 1/10.  
 Bank Bills, at 90 days sight 1/10.  
 Bank Bills, at 120 days sight 1/10.  
 Bank Bills, at 150 days sight 1/10.  
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 Bank Bills, at 600 days sight 1/10.

## CHINA COAST METEOROLOGICAL REGISTER.

19th September, 1888.—At 4 p.m.

STATION	Latitude and Longitude	Temperature	Humidity	Direction of Wind	Force of Wind	State of Sky	Direction of Current	Force of Current	Direction of Tide	Force of Tide
Wai-kei-choi	22° 15' N, 114° 15' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Tsai-kei	22° 15' N, 114° 15' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Nagasaki	32° 40' N, 128° 50' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Shanghai	31° 10' N, 121° 40' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Amoy	23° 40' N, 118° 10' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Hongkong	22° 15' N, 114° 15' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Haiphong	21° 00' N, 106° 00' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Holabon	21° 00' N, 106° 00' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Manila	14° 35' N, 121° 05' E	80.5	85	SW	3	Cloudy	SW	1	SW	1

20th September, 1888.—At 10 a.m.

STATION	Latitude and Longitude	Temperature	Humidity	Direction of Wind	Force of Wind	State of Sky	Direction of Current	Force of Current	Direction of Tide	Force of Tide
Wai-kei-choi	22° 15' N, 114° 15' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Tsai-kei	22° 15' N, 114° 15' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Nagasaki	32° 40' N, 128° 50' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Shanghai	31° 10' N, 121° 40' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Amoy	23° 40' N, 118° 10' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Hongkong	22° 15' N, 114° 15' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Haiphong	21° 00' N, 106° 00' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
Holabon	21° 00' N, 106° 00' E	80.5	85	SW	3	Cloudy	SW	1	SW	1
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20th September, 1888.—At 10 a.m.

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20th September, 1888.—At 10 a.m.

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Manila	14° 35' N, 121° 05' E	80.5	85	SW	3	Cloudy	SW	1	SW	1

## THE CANADIAN MAILS.

The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Vancouver for Yokohama and this port on the 28th August.  
 The Canadian Pacific steamer *Albany*, with the Canadian mail, left Vancouver for Yokohama and this port on the 14th September.

## STEAMERS EXPECTED.

The "Glen" line steamer *Glenloch*, from London, left Singapore on the 18th instant, and is expected here on the 24th.  
 The "Union" line steamer *Euphrates*, from London, left Singapore on the 19th instant, and may be expected to arrive here on the 25th.  
 The Ocean Steamship Co.'s steamer *Prometheus*, from Liverpool, left Singapore on the 19th instant, and is due here on the 25th.

## Shipping.

**ARRIVALS.**  
 DECIMA, German steamer, 965, P. Oestmann, 19th Sept.—Bangkok 12th Sept., Rice and Wood.—Siemens & Co.  
 KUTSANG, British steamer, 1,495, Slessar, 19th Sept.—Shanghai 16th Sept., General.—Jardine, Matheson & Co.  
 PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 20th September.—Bangkok 13th Sept., General.—Yuen Fat Hong.  
 HANGCHOW, British steamer, 999, Outerbridge, 20th Sept.—Saigon 16th Sept., Rice and Flour.—Butterfield & Swire.  
 DIAMANT, British steamer, 514, Cobban, 20th Sept.—Manila 17th September, General.—Russell & Co.  
 AMOY, German steamer, 814, R. Kohler, 20th Sept.—Whampoa 20th Sept., General.—Siemens & Co.  
 THYRA, German steamer, 604, E. Jacobsen, 20th Sept.—Nanchang 14th Sept., Beans and General.—Ed. Schellhass & Co.  
**DEPARTURES.**  
 September 19, *Fushun*, Chinese steamer, for Shanghai.  
 September 19, *Ingraham*, German steamer, for Cebu.  
 September 20, *Kutsang*, British steamer, for Whampoa.  
 September 20, *Menelaus*, British steamer, for Amoy, &c.  
 September 20, *Choyang*, British steamer, for Shanghai.  
 September 20, *Amigo*, German steamer, for Bangkok.  
**PASSENGERS ARRIVED.**  
 Per *Diamant*, str., from Manila.—Mr. and Mrs. Spring, Mr. Mendon, and 100 Chinese.  
 Per *Hangchow*, str., from Saigon.—110 Chinese.  
 Per *Phra Chom Kiao*, str., from Bangkok.—4 Chinese.  
 Per *Decima*, str., from Bangkok.—33 Chinese.  
 Per *Kutsang*, str., from Shanghai.—Messrs. E. H. Williams, W. B. C. Connor and European servant, F. Verrall, A. Tatham, Howell, and 65 Chinese.  
 Per *Thyra*, str., from Nanchang, &c.—3 Chinese.  
**DEPARTED.**  
 Per *Amigo*, str., for Bangkok.—12 Chinese.  
 Per *Menelaus*, str., for Amoy, &c.—300 Chinese.  
 Per *Vorwarts*, str., for Tourn.—10 Chinese.

**REPORTS.**  
 The British steamship *Diamant* reports that she left Manila on the 17th instant. Had light north-east winds and fine weather.  
 The British steamship *Hangchow* reports that she left Saigon on the 16th instant. Had fine weather and light variable winds throughout.  
 The German steamship *Thyra* reports that she left Nanchang, via Choo on the 14th instant. Had fine weather and variable wind.  
 The British steamship *Kutsang* reports that she left Shanghai on the 16th instant. Had light north-east wind and fine clear weather throughout the passage.  
 The German steamship *Decima* reports that she left Bangkok on the 12th instant. On the 13th had stormy weather from south-west and heavy squalls; thence to port had moderate to light winds from the north-east and east.  
 The British steamship *Phra Chom Kiao* reports that she left Bangkok on the 13th instant. In the Gulf of Siam had very strong south-west and south winds with high sea. From Pulo Obi to port had light winds and calms with smooth water.

## Post Office.

**A. MAIL WILL CLOSE.**  
 For Bangkok.—Per *Devawongse*, to-morrow, the 21st instant, at 11.30 A.M.  
 For Haiphong.—Per *Frer*, to-morrow, the 21st instant, at 5.00 P.M.  
 For Straits and Bombay.—Per *Disegno*, on Saturday, the 22nd instant, at 11.30 A.M.  
 For Shanghai.—Per *Amoy*, on Saturday, the 22nd instant, at 3.30 P.M.  
 For Swatow, Amoy, & Foochow.—Per *Namoa*, on Sunday, the 23rd instant, at 8.30 A.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Guthrie*, on Monday, the 24th instant, at 3.30 P.M.  
 For Straits and Bombay.—Per *Khiva*, on Tuesday, the 25th instant, at 11.30 A.M.  
 For Europe, &c., India, via Colombo, and Calcutta.—Per *Malwa*, on Wednesday, the 26th instant, at 11.00 A.M.  
 For Europe, &c.—Per *Braunschweig*, on Wednesday, the 26th instant, at 5.00 P.M.  
 For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Melbourne*, on Thursday, the 27th instant, at 11.00 A.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 ALMORA, British steamer, 1,718, Alex. Hay, 14th Sept.—Batavia, via Saigon 10th Sept., Sugar and Coffee.—Jardine, Matheson & Co.  
 ARABIC, British steamer, 4,308, W. M. Smith, 18th Sept.—San Francisco 21st August, Honolulu 28th, and Yokohama 19th Sept., Mills and General.—O. & O. S. S. Co.  
 DISAGNO, Italian steamer, 1,492, A. Tognasso, 19th Sept.—Bombay 26th August, and Singapore 8th September, General.—Carlowitz & Co.

## HONGKONG-STEAMERS.

**Continued.**  
 CHEANG HYE TING, British steamer, 925, W. G. Scott, 15th Sept.—Singapore 6th Sept., General.—Bun Hin Chao.  
 CHINA, German steamer, 64, J. P. Ulderup, 16th Sept.—Sourabaya 5th Sept., Oil and Sugar.—Melchers & Co.  
 DEVAWONGSE, British steamer, 1,057, Loff, 16th Sept.—Bangkok 10th Sept., General.—Yuen Fat Hong.  
 FAME, British steamer, 1,17, A. Stopani.—Hongkong and Whampoa Dock Co.  
 FRJR, Danish steamer, 397, C. A. Lund, 18th Sept.—Haiphong 16th Sept., General.—Arnhold, Karberg & Co.  
 GUTHRIE, British steamer, 700, H. Craig, 14th Sept.—Sydney 26th August, Townsville 30th, Cairns 31st, Cooktown 1st Sept., and Thursday Island 3rd, General.—Russell & Co.

KHIVA, British steamer, 1,452, Crew, 9th Sept.—Bombay 23rd August, and Singapore 31st Sept., General.—P. & O. S. N. Co.  
 NAMOA, British steamer, 865, T. G. Pocock, 19th Sept.—Foochow 16th September, Amoy 17th, and Swatow 18th, General.—D. La praik & Co.  
 PILOT FRJR, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.  
 RED SEA, British steamer, 2,165, Charles Barker, 31st August.—Kobe 23rd August, Rice.—Captain.  
 SEPTA, German steamer, 783, P. Hansen, 19th Sept.—Manila 15th September, Hongkong and Amoy, &c.—Ed. Schellhass & Co.  
 STORF NORDISKE, Danish steamer, 596, E. Suenon, 17th Sept.—Great Northern Telegraph Co.  
 TAMSOI, British steamer, 919, W. Potts, 17th Sept.—Whampoa 17th Sept., General.—Butterfield & Swire.  
 THIBET, British steamer, 1,671, G. W. Atkinson, 15th Sept.—Bombay 20th August, and Singapore 8th Sept., General.—P. & O. S. N. Co.

VORWARTS, German steamer, 612, T. Bruhn, 17th Sept.—Hilo 13th September, Sapanwood.—Wieler & Co.  
 WAYTING, Chinese steamer, 336, C. Petersen, 18th Sept.—Keelung 14th Sept., Coal.—Russell & Co.

## SAILING VESSE